CLASSIFICATION RESTRICTED
SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

STAT

COUNTRY	USSR
SUBJECT	Transportation - Rail Economic - Railroad equipment
HOW PUBLISHED	Daily newspaper
WHERE PUBLISHED	Moscow
DATE PUBLISHED	7 Oct 1951
LANGUAGE	Russian

DATE OF INFORMATION 1950 - 1951

DATE DIST. 7 Apr 1952

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

SOURCE Gudok.

WINTER ROAD MAINTENANCE ON KIROV RAILROAD SYSTEM

More than 500 kilometers of the Kirov Railroad System extend beyond the Artic Circle, where the ground does not thaw out until the end of June, and freezes again in mid-October. Severe winds and frosts are encountered during the winter, and the polar night lasts several months. In spite of these difficulties, the Kirov System completed its hauling plan 102 percent during the 1950 winter.

Work trains were formerly employed to remove snow from 800-1,000 meter rock cuts and, although large labor crews were employed, the track was closed for long periods at a time. However, the TsUMZ (Main Administration of Machine-Building Plants) type plow, which was used for snow removal during the 1950 winter, does an effective job of keeping the tracks clear. The "Lesli" type rotary plow used by the Murmansk section cleared 200 kilometers of track within a 12-15 hour period. "Y" tracks were constructed every 30-35 kilometers in the area of heavy snowdrifts to facilitate maneuvering the machinery.

At the Kirov station, where much switching and loading is done, snowdrifts sometimes piled up $1\frac{1}{2}$ meters high within half an hour. However, there were no train delays there despite the fact that several thousand cubic meters of snow had to be removed on some days, when 30-32 snowplows were put in use. There was no breakdown of machinery, nor was there any derailment during the winter.

However, many shortcomings were noted during the 1950 winter, most of them caused by poor preparation for the cold-weather season. Rails began to break as soon as the frosts set in and trains had to reduce speed when the ground heaved in some places. Nothing had been done before cold weather set in to prevent the ground from heaving. As a result, a large labor force was required to eliminate this danger in the northern track sections during the long polar nights. For this reason, work was started early in spring 1951 to prepare for the following winter. Tracks were inspected and reinforced while the Medvezh'ya Gora and Petrozavodsk section repair shops constructed heating furnaces with which they could produce anticreepers on a mass production basis. Six men in one shift produced between 180 and 200 anticreepers, as compared to 75-85 produced previously.

CLASSIFICATION RESTRICTED

STATE	X	NAVY	X	NSRB		DISTRIBUTION									
ARMY	X	AIR	X	FBI											

Road workers also exceeded the plan for laying and reconditioning ties. Special track-reconditioning points were set up on most track sections, and the plan for procuring and processing ties was exceeded by more than 50 percent. The system also exceeded its plan for capital and medium repair, reinforcing curves, repairing road installations, and reballasting the switches. Much of this work, such as replacing rails, hauling ballast, treating ties, etc., was done in the spring before the ballast had thawed out.

To prevent ground heaving, more than 120 kilometers of water drainage ditches were dug and ties were lowered in places where ground heaving was expected to occur. In the latter case, small shims were placed under the rails to keep the track level. These shims were thrown away during the freezing weather when the ground heaved. In the Volkhovstroy, Kandalaksha, and Murmansk sections, cinder "cushions" were laid in the roadbed to help drain water close to the surface. In some sections, the ballast under the tracks was stirred without lifting the track. This also will prevent ground heaving.

Repair costs were taken into consideration and every effort was made to reduce the distance of hauling gravel. Excavators were placed in quarries close to the sections being repaired and the ties were manufactured by the railroad itself. Altogether, about 1.3 million rubles were saved on road repairs.

At present, snowplows and snow-removing machines are being prepared for use, and snow fences are repaired and will soon be erected. The plan for housing construction for maintenance workers has been exceeded. However, there are still no 6-volt lights on the snowplows, locomotive turbines break down frequently, snow fences have not been erected in some critical areas, and other deficiences still exist.

Freight turnover is increasing rapidly on the Kirov System. Timber hauling to the construction projects is being intensified, new plants are being constructed, and a raw materials base for metallurgical combines is being established.

- E N D -